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Photograph by Luis Marden

A DIVING BELL SUBSTITUTES FOR A SUNKEN SUBMARINE

In order to teach seamen how to escape from a disabled undersea craft a special tank has been built at the New London (Connecticut) Submarine Base to enable men to go down to different depths and come safely to the surface again. The man at the right wears, strapped to his chest, the "Momsen lung." This simple device, principles of which have been freely disclosed to all the navies of the world by the U. S. Navy Department as a humanitarian gesture, consists of a nose clip, and a mouthpiece through which oxygen is breathed from a small bag. Chemicals absorb carbon dioxide (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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London's "Underground" Deals in Astronomical Figures

LONDON, prepared for bombings from the sky, was thrown into temporary confusion early this month when terrorists set off explosives in two subway stations, injuring seven persons. Police immediately posted guards at the two stations, closing them to passengers. The result was a street traffic snarl of major proportions, which indicates how much Londoners today depend upon the "Underground" as a means of transport.

Of the ten million "fares" who daily roll about the British metropolis in busses, trams and tubes, nearly two millions take the subway. In summer, when the English institution of the week-end is especially popular, some 30 tons of copper coins and 10 tons of silver are rung up in subway fares every holiday.

"London Transport" (short for the London Passenger Transport Board, the world's greatest urban system) combines ownership of practically all public passenger transportation, both above and under ground. It is a public utility, owned by private stockholders and sponsored by the Government.

Carries Half Billion Persons Each Year

On the tubes and other electric railways alone, more than three thousand cars are operated. Linked in eight-car sections, 40 units an hour race along some lines. It has been estimated that the Underground, in one recent year, picked up and set down more than half a *billion* passengers—a number equal to one-quarter of all the inhabitants of the earth.

Like an object lesson in perpetual motion these restless hordes ride the lifts, tramp the steps, and flow up and down the Underground's 143 escalators that speed traffic on its way. At the Leicester Square station (one of the two recently bombed) is the longest moving staircase for such transport in the world. It also offers an opportunity for another long-distance record in the chain of advertising cards plastered along the walls on either side of the escalator.

Time-saving devices are everywhere. Machines make change, sell tickets, open doors, and perform a thousand-and-one operations behind the scenes, each saving infinitesimal amounts of time that, in the aggregate, mean hours (illustration, next page).

A "Voice" Warns Passengers

A recorded voice at some stations reminds the careless lift passenger to "Stand clear of the gates." For those who drop small objects on escalators, there is a salvage tray at the bottom which automatically catches them.

At times when traffic is dull, escalators slow down to a crawl of but 90 feet a minute. A passenger stepping aboard, however, at such a period cuts across a ray of light, and his conveyor is automatically speeded up to 120 feet a second.

For safety, when anything goes wrong with the machinery, the current is immediately shut off and everything halts, literally in its tracks.

On an official tour to see what makes the subway's wheels go 'round, visitors are shown dozens of fuse boxes, motors and dynamos in a complex control system and electrical network.

They see how ventilators bring fresh air from the outside world, and what an escalator looks like on the reverse side.

With traffic detoured from tunnels lit by a chain of electric lights, they may watch teams of workmen adjusting new lengths of track in operations where syn-

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Photograph by Maynard Owen Williams

MONUMENTAL WATCHMEN LOOM OVER CLEVELAND'S MONUMENTAL PARK

Familiarly known in Cleveland as the Public Square, it is very familiar, because 90 per cent of the downtown street cars pass through. Landmark of the city is the Terminal Tower, 708 feet high, topping the buildings grouped around the square, including the new Union Terminal, new post office, a hotel, and medical and other office buildings. The Soldiers and Sailors Monument at the southeast end of the Square perpetually displays its tableau of warfare, tattered banners, and death (Bulletin No. 3).

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Submarine Is Dr. Jekyll-Mr. Hyde of the Deep

FEW events can match in dramatic intensity the loss of a submarine, whether in time of war or time of peace. Little is known, comparatively speaking, of the ocean depths and the conditions which must be overcome in rescuing crew members if the ship should sink anywhere except in shallow water.

Cable dispatches early this month told of the loss of the Japanese submarine I-63, which went down in 330 feet of water when it was struck by another submarine during maneuvers in Bungo Channel, between Kyushu and Shikoku Islands. Of the crew of 87 officers and men aboard only six were saved.

The submarine, generally feared as death's agent at sea, is not always, however, a wartime aggressor. It has served science, navigation, and commerce—and even Cupid, as a messenger bearing letters and gifts.

Fate of *Bremen* Still Unknown

During the months preceding America's entrance into the World War, stories of merchant submarine activity frequently made the headlines. Germany announced that she would run a regular submarine service to neutral countries. Two of her undersea merchantmen, the *Deutschland* and *Bremen,* were reported as "secretly" sailing from this port and that, carrying fabulous cargoes of securities, jewels, and gold, nickel, medical supplies, and dyestuffs. They were given up variously as "lost," "sunk by the British," "landed in the West Indies," or "safely at anchor in United States harbors."

Actually, according to official records, the *Deutschland,* as postman, rang just twice at American ports, docking at New London, Connecticut, and Baltimore, Maryland. The *Bremen* was, and still is, a mystery ship of the War.

Today, scientists and explorers, finding few blank spots left on the earth's surface, are diving underseas. Sent to Caribbean waters last year, the third submarine expedition of the U. S. Navy Department returned with valuable information on forces of gravity, general depth findings useful for navigation, and new features of the ocean floor, including a submerged mile-long mountain ridge, three ancient volcanoes, and a deep ocean valley north of Puerto Rico. In geophysics, the submarine is useful in determining the earth's weight.

Suggested for Arctic Exploration

In the field of Arctic exploration, explorer Vilhjalmur Stefansson advocated as far back as 1918 the practical use of submersibles as polar "floating laboratories." Traveling under ice, they would avoid rough, snow-and-ice-blocked land, he declared, yet be able to come up, "like whales in the leads between the floes," to make radio reports, take water samples, and study ocean life.

The Wilkins-Ellsworth Submarine Expedition to the North Pole in 1931 was not successful, but Sir Hubert Wilkins is working on plans for a specially constructed submarine in which to make another try.

Eventually, experts in the field predict, submarines will be widely used not only as deadly navies in war but on regular trade and passenger routes in peace. One advantage of underseas craft is that they can duck beneath the waves to avoid storms, as airplanes rise above them.

Already subs have served in ocean treasure hunts and in recovering cargo from sunken craft. Employing his own "wreck finder," inventor Simon Lake, responsible for many of the present-day marvels of submarine activity, located 16 drowned ships in one salvage venture in Long Island Sound.

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chronization of effort makes it possible for a squad of 14 to lay 130 tons of rail in a week.

To keep this subterranean labyrinth in repair, to build new tube sections, to insure safety by inspection, etc., an army of men labors constantly, like moles, below the surface of the earth.

One interesting profession in connection with the upkeep of the Underground is that of the rat-catchers, also charged with the duty of removing rabbits, dogs, cats, and any other small animals that might stray into the tunnels, nibble the cables or otherwise prove a nuisance and hazard to traffic.

Note: See aso "As London Toils and Spins," in the *National Geographic Magazine*, January, 1937; and "Subways Speed Traffic in Many World Metropolises," GEOGRAPHIC NEWS BULLETINS, week of April 5, 1937.

Bulletin No. 1, February 27, 1939.

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LONDON HAS TIME-TABLE "CAFETERIAS"

Travelers who get bogged down in the cross currents of printed time-tables are rescued by this machine which answers questions automatically. You press the button labeled with the name of your destination, and the time of the next train's departure for that place is flashed before your eyes. Such mechanical servants help speed the great volume of passenger travel within the metropolis of London, on its speedy "underground," and beyond it. The printed time-table posted to the left bears such names as might appear in United States stations: Boston, Stamford, Newark, Lincoln, Cambridge.

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Cleveland, Meeting Place of Educators

IN CLEVELAND this week the A.A.S.A. (American Association of School Administrators) of the N.E.A. (National Education Association) is convening to map the course over which it will steer another year of education.

The same group met in the same city five years before, and now they return because of the extensive facilities offered by the sixth largest city of the United States—including a public auditorium in which fourteen events can be held at the same time. Total seating capacity of 16,000 and total exhibit area of 200,000 square feet are among the conveniences which a select few other cities in the country can duplicate.

Cleveland's place near the front of the U. S. city parade has been won by rapid growth. In the decade of the Civil War, the population doubled. Since then, the population has doubled again every twenty years. A recent estimate, however, predicts that 1940 will mark a period of adjustment instead of expansion; it pointed to an increase of 24,000 inhabitants over the 1930 official census of 900,000.

Cleveland Was Once in Connecticut

The city is in its 143rd year, one of the younger of the nation's giants. It was founded by General Moses Cleaveland, whose name was adopted and adapted for the infant "capital city" of the Western Reserve lands of the State of Connecticut.

Now Cleveland spreads over some 70 square miles. Though one of the nation's six largest cities, it is not one of the most congested, having fewer inhabitants to the square mile than at least sixteen others.

The metropolitan area covers practically all of Cuyahoga County—the county which in 1810 was Ohio's least important, with a population of 1,459. The area now supports a Greater Cleveland of a million and a quarter.

This tremendous expansion has recruited population from afar. Twenty-five per cent of Cleveland's white inhabitants are foreign-born, most numerous of which are Poles and Czechoslovakians. Italy, Germany, and the British Isles have sent the next largest contributions, with Russia in their wake. A sizable fraction of Cleveland's people are Canadian-born, arriving from "foreign shores" out of sight across Lake Erie. The Public Library circulates books in 26 languages. The many cultures that make up today's Cleveland are reflected in an international chain of gardens with nineteen foreign backgrounds. The series is laid out in Rockefeller Park.

Has Its Own Symphony Orchestra

For this varied population Cleveland offers educational opportunities in art, medicine, architecture, engineering, and numerous other fields. The twelve-college University of Western Reserve, founded in 1826, the Case School of Applied Science, and the Cleveland School of Art are among the institutions clustered around University Circle.

Like several other cities of its size, Cleveland has its own symphony orchestra. A more unusual venture has been its Theater of the Nations, for plays featuring the homelands from which the foreign-born population bring color to their colonies in the city.

The feature which lured General Cleaveland to the city site has served ever since to foster the community's growth: location where the winding Cuyahoga

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The first-known submarine boat, invented in the 16th century, was little more than a covered barge, with a hollow mast running through the center up to the water's surface to admit air.

Several decades later, King James I successfully submerged in the Thames by means of a craft evolved by a Dutch physician and described as "an ordinary large rowboat, decked over with stout greased leather."

As improvement followed improvement, submarines were built to run by steam; later by two sets of machinery, an oil Diesel engine for surface navigation and electric motors for undersea travel. Within the last two years a single power plant for both purposes has made modern submarine history. Perfected by Germany, and already installed in her new craft, a single Diesel engine is used, driven, when submerged, on a mixture of hydrogen and oxygen.

Before the periscope was perfected, submersibles rose and dipped like whales in order to see what they were about, one of the early craft being called *The Intelligent Whale*. Today, they not only "see" below water, but hear and talk as well, following last year's first successful demonstration of radio broadcasting from a fully submerged boat.

On big ships, living quarters for men and officers now have steam heat and plenty of locker room. There are scientific air purifiers and a refrigerating system for tropical trips. In the cook's galley, electric urns keep coffee and soup ready and hot. New American models carry their own post office and mail clerk. For emergencies, there is a modern escape mechanism (illustration, cover).

Note: See also "Connecticut, Prodigy of Ingenuity," *National Geographic Magazine*, September, 1938; "Ships, from Dugouts to Dreadnoughts," January, 1938; and "Pilgrims Still Stop at Plymouth," July, 1938.

Bulletin No. 2, February 27, 1939.

Official Photograph U. S. Navy

U. S. S. *SHARK*, LIKE A TIGER OF THE SEA, BARES HER TEETH

Up through the churning foam bursts one of the most modern submarines of the United States Navy, water pouring from her sleek sides. This speedy underseas fighter is more than twice as long as Columbus's flagship, the *Santa Maria*, and weighs more than the combined fleet of three caravels with which the famous explorer sailed to the New World. On the surface the *Shark's* Diesel engines send it through the waves at a 20-knot speed, which is fast enough to run away from many of its enemies.

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Samaná Bay, Little Known West Indian Haven

ONE of the largest and best sheltered harbors in the entire West Indies is Samaná Bay on the northeastern coast of the big island of Hispaniola. Recently it came into the news when the government of the Dominican Republic announced that it would be open to the use of U. S. Naval planes and ships taking part in West Indian "war games" and maneuvers. Authority was granted at the same time for American planes or ships to land anywhere in Dominican territory and waters.

Thus was set at rest rumors that the Dominican Republic was "sympathetic" to German exploitation and to the establishment of a German naval base in Samaná Bay. It was in the latter haven that the German cruiser *Emden* was located last September, after being mysteriously "missing" for several weeks.

Columbus Called It Bay of Arrows

Because the islands of the West Indies possess so many good harbors, Samaná Bay has escaped the attention and possibly the trade that would be its natural heritage if it were located in some less favored region, such as, for example, the west coast of Central America or of South America. Its vast roadstead is large enough to shelter all the ships of the U. S. Navy, with room to spare for a few other navies besides.

The bay is formed by the Samaná Peninsula, which branches off the northeastern coast of Hispaniola and curves eastward for some 40 miles into the Atlantic Ocean. Shaped somewhat like a heavy club, the peninsula is widest at its end, thus shutting off many storms from the north. The shore line on both the ocean side and the bay side is even. The end, however, is so rugged that even on some small-scale maps two capes, Cabrón and Samaná, are shown.

Samaná Bay is one of the few indentations in the islands of the West Indies that can boast a visit by Columbus. In January, 1493, two of his ships made a landing at a little cove in the bay, which he called the Bay of Arrows because Indians occupying the cove showered his landing party with the missiles.

Although the bay has been the subject of discussion from time to time as one of the best potential naval bases on the western Atlantic islands, it remains one of the isolated areas of the Republic. In 1869 the United States considered leasing the bay as a naval station, but a treaty drawn for the purpose was allowed to expire before ratification.

Railroad Touches Head of Bay

A railroad from the interior runs to Sanchez, at the head of the bay, but there is not a modern highway within thirty miles of the shore. The region is practically unknown to the average traveler and Caribbean cruise tourist. Last year, however, President Roosevelt visited Samaná Bay during a fishing expedition. Those who have ventured to the bay country are repaid by the scenic beauty of tropical verdure clinging to high mountains. Green coastal ranges here form a lush background for broad sandy beaches, and native villages add life to quiet seaside panoramas of palm and pine.

The city of Samaná is the political and commercial capital of the Samaná Bay region. Snugly set on the north shore of the bay its harbor is protected by a series of reef-connected islets. Behind it, steep hillsides are cultivated to their summits. Samaná was founded nearly 200 years ago by Canary Islanders, but it remained a

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River pours into Lake Erie. The city sits in a natural amphitheater sloping down to the confluence of river and lake, and sees the steady stream of freighters that make this inland city one of the country's great ports. Over three-fourths of the long weighty vessels were launched in Cleveland's shipyards.

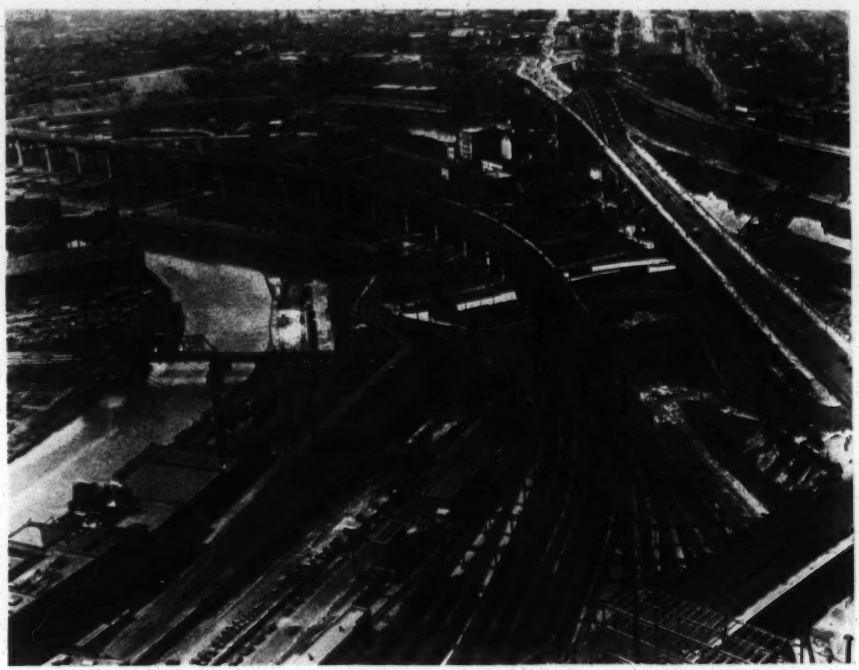
Hero and heroine of the port's freight drama are iron ore and coal. Red ore from Minnesota is unloaded at Cleveland docks in vast quantities—over nine million tons in a busy year. Coal accompanies the freighters on their return to the northwest, giving the balance of commercial diet which has nourished Cleveland.

The meeting of coal and iron in Cleveland has hastened the Steel Age throughout the country. Much of the ore freighted in over Lake Erie goes into Cleveland's blast furnaces to emerge later as steel products of some of the city's varied industries. One census listed 2,500 different industrial plants, augmented by 57 new ones last year.

Among the diversified industries of Cleveland is "greenhouse farming"—225 acres under glass for hothouse production of tomatoes, radishes, lettuce, and other items for the city's fresh vegetable markets.

Note: Additional background material about Cleveland will be found in "By Car & Steamer Around Our Inland Seas," *National Geographic Magazine*, April, 1934; and "Ohio, The Gateway State," May, 1932.

Bulletin No. 3, February 27, 1939.



Photograph by Maynard Owen Williams

"EAST SIDE, WEST SIDE" ETCHED INTO CLEVELAND'S GEOGRAPHY BY THE CUYAHOGA RIVER

The river with an intriguing Indian name flows in a double loop through Cleveland to give the city a division more effective than the bisecting of New York City by Fifth Avenue. In less than five miles, the river is crossed by eleven highway bridges and thirteen railroad bridges. One is a half mile long, with a roadway on the upper level and six railroad tracks on the lower level. The railroads in the riverside "Flats" are shown fanning out into the yards of the Cleveland Union Station. In the upper right corner is the site of Lakeview Terrace, a model slum-clearance project of 600 dwellings—one of three projects providing Cleveland with 1800 new low-rental homes.

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U. S. Capitol Is Workshop as Well as Showplace

BEHIND the scenes in the United States Capitol at Washington, D. C., is one of Uncle Sam's busiest workshops.

Latest example of "odd jobs" accomplished by the Capitol's army of workers is a five-volume index of the files of the House of Representatives from the First through the Seventy-fourth Congress. In it, for the first time, are listed a number of priceless documents believed destroyed during the War of 1812, when the British burned the Capitol and the White House.

The project was started a year and a half ago in the house-cleaning that followed the installation of air-conditioning apparatus. Out of dusty nooks and corners came such "long-lost" papers as the original Declaration of the War of 1812, early Treasury reports and Acts of Congress, wrapped simply in brown paper parcels and boxes, and "filed" decades ago in storerooms in the House wing of the building.

Three Thousand Congressional Workers

Such historic and dramatic achievements make news. The vast amount of routine activity required in the upkeep of the Capitol, both as a showplace and as a law-making establishment, is apt to pass unnoticed by the average visitor "doing" the great domed Rotunda, Statuary Hall, and the Senate and House Chambers.

On duty in the Congressional unit, which includes Capitol, Senate Office Building, and two House Office Buildings, is a population equal to that of a small town. Besides more than 530 Members of Congress, some 3,000 men and women are regularly employed as officials, clerks, stenographers, carpenters, gardeners. There is a Capitol physician, a special police force, and a corps of page boys, from whose ranks some graduate into executive jobs and even Congress.

More than 400 rooms in the Capitol Building have been set aside for offices and shops. Press rooms, with typewriters, telephones, and telegraph, are also available for newspaper men.

Into this building each day pours a flood of mail. The Capitol maintains two branch post offices, one for the Senate, the other for the House. In correspondence, reports and speeches, tons of paper are annually consumed by this branch of the Government. During the last fiscal year the Public Printer issued, on order from Congress, more than seven million copies of official publications. In the basement of the Capitol machines bind up waste paper for sale.

Where so many famous personages have gathered, tradition lingers. In the Senate Restaurant, for example (both House and Senate have their own dining-rooms, with near-by tables for the public), bean soup is always on the menu—at the request of a member some 20 years ago.

"Free Lunch" on Elk Meat

Congressmen sometimes treat restaurant guests to food specialties of their native States. Not long ago a 500-pound elk was presented to the Senate Restaurant, with the compliments of Senator Wheeler of Montana.

A reporter noticed that the initials on the coat of a waiter in the U. S. Senate Restaurant (U.S.S.R.) were also those of Soviet Russia. Fifteen minutes after the discovery, the restaurant manager tells visitors, the coats had disappeared.

For the convenience of Members of Congress and other officials, an underground garage, hidden beneath a green park in the Capitol grounds, accommodates more than 200 cars. Number One space is reserved for Senator Borah, oldest in point of service.

Senators in a hurry get special service in the public elevators by ringing three times. "Fire-bell" speed is also accorded Senators wishing to use the Capitol subway, Washington's only underground line. A single-rail car that runs between the Capitol basement and the Senate Office Building, it resembles in appearance and feeling an amusement-park rollercoaster.

Two floors below the Rotunda is a room seldom seen by the tourist. In this small white-washed chamber, reached by winding corridors and narrow steps, it was proposed that the remains of George Washington should rest. Before the plan was finally abandoned in favor of Mount Vernon, a "keeper of the Crypt" was appointed—a non-working job held, according to some accounts, for half a century.

Kept in this room today is a glass-enclosed catafalque (a temporary casket), used for those who lie in state in the Capitol. L'Enfant, Lincoln, Harding, Taft, and the Unknown Soldier were among the men so honored.

As the historic scene of the lifetime activities of many statesmen, the Capitol is not without its superstitions and ghost stories. In the old Supreme Court Room, now set aside for exhibit, legend says that the marble busts of Chief Justices would bow to any one entering after dark.

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sleepy village until 1825, when many negroes from the United States swelled its population. Descendants of those immigrants have been successful in the cultivation of cacao, coconuts, and bananas. The population of the city and its environs is about 8,000.

Sanchez, the terminus of the railroad, is an important shipping point for the Royal Plain in the interior of the Republic. More than a million coconuts are dispatched from this port to world markets annually.

Note: See also "Hispaniola Rediscovered," *National Geographic Magazine*, January, 1931; "To Bogotá and Back by Air," May, 1928; and "Haiti, The Home of Twin Republics," December, 1920.

Bulletin No. 4, February 27, 1939.

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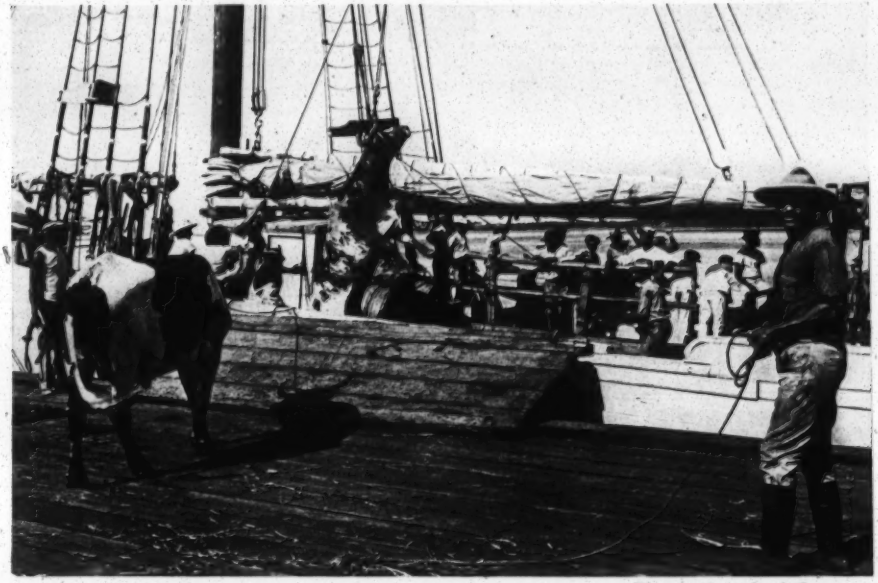


Photograph by Jacob Gayer

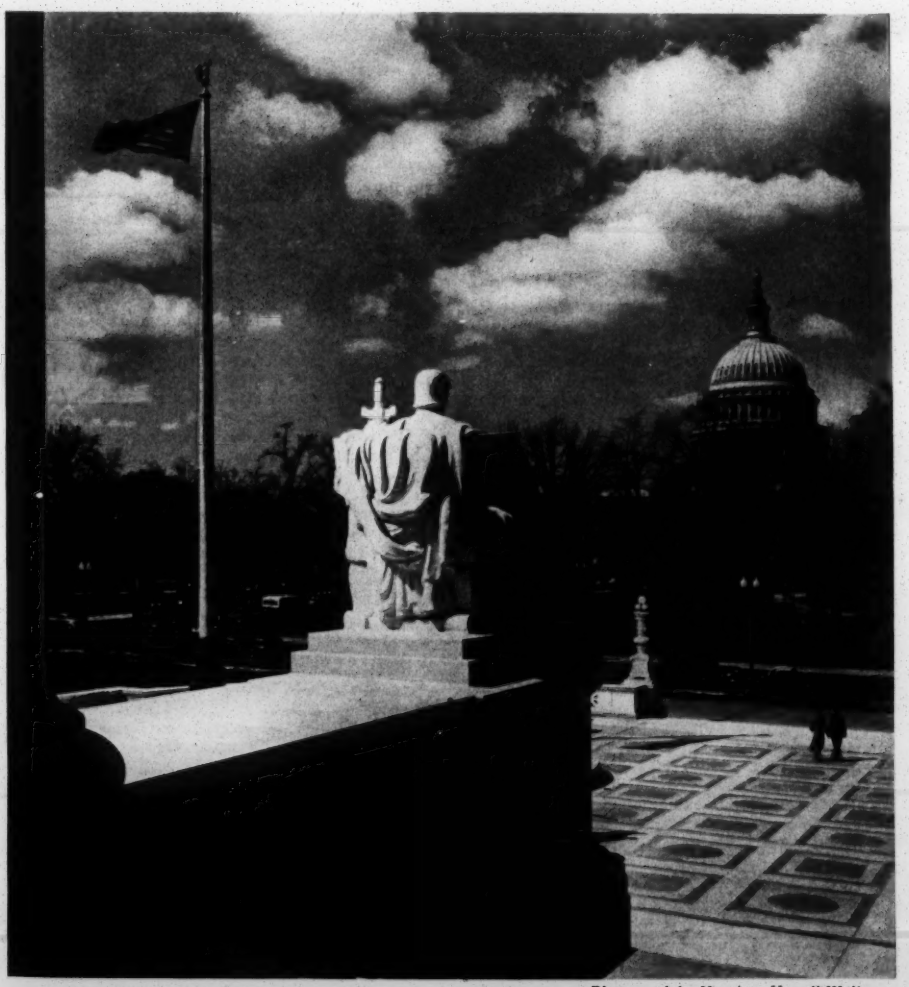
DOMINICAN REPUBLIC HAS A WEALTH OF PORTS

The irregular coastline of the island of Hispaniola offers so many harbors that shipping is not centralized enough to support extensive docking facilities at any one place. San Pedro de Macoris (above), on the southeast side of the island opposite Samaná Bay, is one of the busiest. The sailing vessel is taking on a load of reluctant live stock.

Similar stories are told about queer sights in Statuary Hall, with its famous representatives from the various States. When no one is around, attendants whisper, the figures get down from their pedestals and dance and talk.

Note: Additional facts and interesting photographs about the United States Capitol will be found in "Roads from Washington," *National Geographic Magazine*, July, 1938; "Wonders of the New Washington," April, 1935; "Winter Lights and Shadows in the Nation's Capital," (rotogravure insert) February, 1935; "Washington Through the Years," November, 1931; "Some Impressions of 150,000 Miles of Travel," May, 1930; "Approaching Tidewater Potomac," March, 1930; and "The Capitol, Wonder Building of the World," June, 1923.

Bulletin No. 5, February 27, 1939.



Photograph by Harrison Howell Walker

SUPREME COURT MOVED OUT OF THE CAPITOL, BUT NOT OUT OF SIGHT

Across a broad plaza a statue representing "Authority of Law," on the steps of the new marble Supreme Court Building, silently ponders the dome of the Capitol. Until three years ago the Supreme Court sat in a small chamber within the Capitol—a parent building to which many other government services trace their birth and childhood. The Capitol faces both the new Supreme Court Building and the Library of Congress, since it was built to look eastward on the expectation that the city would expand in that direction, but all other important government buildings are behind it.